



Newsletter

Winter 2013

From the Commodore:



Planning for the 2013 boating season has begun. The first meeting of the executive committee took place at the end of January and many other members have been hard at work on various projects.

A committee chaired by Vice Commodore Bob Ducharme worked on a rewrite of the Dock Master's Contract. We will be adopting this

newly revised contract for the coming season.

Al Kenney and his dock committee are making great strides towards installing the first new dock early this season. (See report below.)

Jon Gill, Len Kitchener, Ray Girard, and others have been investigating and discussing the impact of lower water levels on our club as well as brainstorming for solutions.

Events - A calendar of events has been drawn up, at least as far as most dates are concerned. Below is a short survey to determine the preference of the membership for certain events. Indicate your preferences in an email to me: kcbarnes1@gmail.com

Choose

- A Commodores' Cruise or
 - B Commodores Social at the Club House
 - C Corn Roast at Gore Bay or
 - D Corn Roast at the Club
-

Also, is there any interest in, 1. Doing an overnight Full Moon Flotilla sail to Gore Bay July 2? Or, 2. Doing a rendezvous, camp fire, shore lunch etc?

Insurance - The insurance claim re the lightning strike last summer has been finalized. The pump house repairs and the replacement of the clubhouse flooring are the only outstanding items. By doing our own labour we could be left with some money in the end. Our insurance company treated us very well; they were quite helpful.

Clubhouse - Many years ago we had a Mates Club which, among other things, made sure that the club house functioned

well and was properly outfitted. Since their disbandment many individuals have stepped forward to help keep things in the clubhouse running smoothly, for which we are very grateful; however it was not a formally recognized position. Several persons mentioned to me that we need someone to fill the role of a sort of clubhouse co-ordinator, someone to go to in order to get things done - items that the Management Committee does not generally get involved in; such as: new curtains, kitchen equipment, collection of bottle deposit returns, arrange for coffee supplies, etc. etc. Carolyn Smith has volunteered to fill this role for this year. So run your ideas and suggestions by her.

Defibrillator - I would like the Club to consider purchasing an AED, automated external defibrillator . AEDs can deliver a life-saving shock to a person whose vital signs are absent, such as with a heart attack, an electrocution, drowning or someone who has choked.

The response time required for an ambulance to travel from Blind River or Elliot Lake to the Club is 15 to 20 minutes. Having an AED available may make the difference between life and death.

These units are simple to use and maintain. We could do annual training reviews on safety day. The unit I am looking at would cost \$1200 to \$1800 depending on where it is bought - the US or a Canadian Costco. I also have a contact for refurbished units. I will be bringing this item up at the Spring Planning Meeting for consideration. -Ken Barnes

Races

The **MacMan Race** will be held July 18-20th.

The **Little Current Race** schedule is as follows: June 22, Coopers Cup; July 6, Centis Cup; Sept 7, Bousquet Challenge; Sept 11, Anchor Inn Labatt's Fall Classic.

DSC and MMSI

At last fall's AGM there were a number of questions about VHF radio's DSC and MMSI capabilities, which no one really had the answers to. Dave Margetts recommends the following: *Why You Need To Know About DSC and MMSI*: www.marinyachtclub.com/files/DSC%20MMSI.htm

From the Fleet Captain:

This year's Safety Day will be held June 22. This will be an opportunity to refresh your skills in using the winch, travel car, fire equipment, and flares. Everyone is encouraged to attend whether it be for the first time or for a refresher. We

will be drawing names and giving out prizes. Come join us for Safety Day.

Water depth - Last year we had very low water levels in the North Channel. The low water was an issue for some members in hauling out. As a club, we are looking at possible solutions if this condition continues. But each member should try to minimize the water depth needed to launch and haul their boat.

The ex-Fleet Captain was fond of claiming the smallest clearance between his boat's keel and the ground when his boat is on its cradle. As far as the current Fleet Captain can ascertain, Tom Tammi has the lowest cradle. He has decreased the distance that his cradle has to go into the water to launch and haul his boat. So I encourage members to evaluate their cradle to determine if any modifications can be made to minimize the water depth needed to launch and haul their boat.

Cradles - Members are encouraged to re-evaluate their cradles also with respect to safety, ease of use and other features. Please print out the checklist published elsewhere in this newsletter, and make sure that all is well with your cradle. I know that this Fleet Captain will be re-evaluating her cradle even if the previous Fleet Captain does not think it is necessary. Looking forward to seeing everyone this spring and hoping you'll have an enjoyable and safe summer.
Trish Oberg

Lifers



Norma and Don Young were named Life Members at the 2013 AGM last fall, in recognition of their many contributions to the Club. Norma was the club's first woman commodore, in 2010.

From the Dock Committee

Dock construction is progressing well. Northern College, in Kirkland Lake, which is building one of the two docks, is approximately 75% done; their work should be complete by the end of February. Cambrian College in Sudbury has

purchased steel and is starting their construction, but at present it is unknown when they will be finished.

The indication so far is that the steel will cost less than forecast (\$13,000) by at least 30%. The paper work flow has been good thanks to Treasurer Carolyn Smith's diligence.

We have yet to work out getting the dock from Northern to Sprage. We will have more details when the Northern job is completed, and the transport people can see the dock and give us a price. Northern said they can hold on to their dock until we have decided how to move it.

The next step will be to decide on the tubes and getting them ordered so they will be at the club by the first of April. This means they should be on order by March 1. *-Al Kenney*

Dock Work list:

--Assemble a "T": 100-150 man hours.

--Position it: 20-30 mh

--Remove existing docks: 20-30 mh

--Place one more anchor: 10 mh

Needed: Welder, Electrician, Plumber, scuba diver, and Green Machine driver.

For swimmers

Len Kitchener has provided a link related to protection for swimmers near boats plugged in to shore power. The information is at the bottom of this page: <http://www.marineoutfitters.ca/index.cfm?category=1000211059010579>

Low, low water

For all those planning on cruising the Great Lakes this summer, bear in mind you'll need to keep a closer eye on your charts and depths, especially in the North Channel.

This advice comes from John Mancell, of the Great Loop List, an interactive communications link for everyone interested in cruising the Great Loop and other inland routes.

"These are wonderful cruising grounds, but the water will be skinny in places as Lake Huron and Lake Michigan are now at their lowest levels since record keeping began in 1918."

For more on this subject, go to this web site:

<http://www.thetimesherald.com/viewart/20130206/NEWS05/302060001/2-Great-Lakes-hit-lowest-water-level-on-record>



Another Oldenburg-er

Ray Hortness was named the recipient of the annual George Oldenburg Award. This award goes each year to a person showing club spirit, is friendly, and helpful.

Pressing problem

The most pressing problem at the NCYC currently is how to get the stored boats from land into the deep water channel which runs through Serpent Harbour.

This comes from Jon Gill, who has been studying the problem keenly.

“Unfortunately, the alignment of our launch rail does not take the shortest route to deep water, and realignment would be a massive undertaking.” he said.

“The original track was laid on the existing lake bottom and then extended again, assembling ties and track on land, dragging it over the existing lake bottom and coupling it to the previous track.

“Unfortunately much of the last extension runs parallel to the deep water channel, so it does not gain any appreciable draft. Any further extension, following the same alignment, would likely not gain sufficient draft either.”

Proposal - Jon has been working on a proposal, one he says he hopes won't be the only one, for adjusting the launch rail depth and, possibly, direction.

“I believe the original sediments under the existing track, could be excavated with suction (just a vacuum cleaner on steroids), although this must be tested by auger boring. If we can excavate the sediments, we would remove the existing track, by floating it with barrels, undercut the track base to get the best steeper profile, then reinstall the shortened track. We would then cut the most direct channel to deep water. The steepened track would also significantly reduce the work of the outhaul.

“The problem with any removal of lake bottom, is the disposal of the material, because of the Ministry of Environment's fear of fish habitat damage. This is why I believe that getting the material into a hydraulic suspension (a sludge) will allow us to pump it up to the back 40/ Boneyard for disposal.

Jon explained that the same system is used to mine placer gold -- gold nuggets that are found in streams and rivers. They are often mined, on a small scale, by small vacuum

dredges powered by a water pump, much like the club's Honda fire pump.

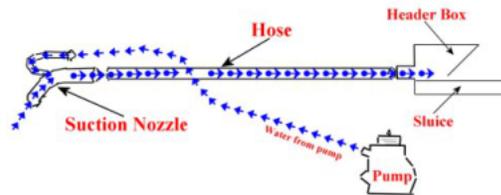
In the case of Jon's proposal, the nozzle would be operated by a diver, who can stop big rocks and chunks of wood and bark from plugging the nozzle.

“If a deadhead is encountered, we use the barge to hoist it clear, just as we recover deadheads today.

“Although this might seem inefficient, the alternative to having a man at the nozzle, is to have a nozzle big enough to handle any rocks or trees it might encounter. Unfortunately, these big nozzles need a \$10 million dredge to operate them - a little out of our league!

“The sludge that comes from the mini dredge would be transferred into a pump box (mini suction dredges can't lift the sludge very far above water level), and the pump would push the sludge to the back 40.”

These are all the personal opinions of Jon Gill, who would like to see some completely different, but *workable*, alternatives.



Get **Great Lakes water level reports** by e-mail from: <http://www.lre.usace.army.mil/greatlakes/hh/greatlakeswaterlevels/waterlevelforecasts/weeklygreatlakeswaterlevels/index.cfm?>

From the (new) Editor



It is not without a certain amount of trepidation that I take over the job of NCYC Newsletter Editor from a predecessor such as Norma Young. Her's is a hard act to follow. However, she'll be the first to acknowledge that a major factor in the Newsletter's success, no matter who's the editor, is the support it gets

from you, the readers. If you have something that you think would be of interest to other members, let me have it; I can't always guarantee publication, but contributions are welcome. If this issue looks a little ragged here and there, well, I am taming a new word processor, and it will bend to my will more and more as time goes on.

-Jakob Cornelis

Deadline for the next issue: 15 May

Calendar of Events

April 13 or 20 (Depending on weather)

Clubhouse opening, (work party)

Not convened (bring your own lunch)

April 27

Spring Planning Meeting (13:00), **Opening Supper** (17:00)

Convener wanted

May 18

Season opener (work party)

Convener wanted ?

June 22

Safety Day (Use of winch, fire equipment, pressure washer)

Convened by Trish Oberg

Commodore's Social

Convened by Ken and Sharon Barnes

Date to be announced

Summer Work Party (rail)

Not convened (bring your own lunch)

August 17

Family Day

August 18

Club Cruiser Race

August 31 -- September 2

Labour Day Cruise and Corn Roast

September 14

Fall Work Party

Not convened (bring your own lunch)

October 19

AGM and Batten Down BBQ

Convener wanted

October 20

Season Close-up

North Channel Yacht Club P.O. Box 175, Elliot Lake, ON P5A 2J7
www.ncyc.ca

Commodore ----- Ken Barnes

Vice Commodore - Bob Ducharme

Fleet Captain ----- Trish Oberg

Treasurer ----- Carolyn Smith

Secretary -- -----Daryl Park

Buildings -- ----- Tom Baader

Equipment ----- open

Water ----- -----John Marquette

Yard ----- ----- Rick Fortin

Newsletter-----Jake Cornelis--jmcornelis@bell.net

Cradle Inspection Checklist

Frame Structure

1. Is the steel structure sound?
2. At least 4 adjustable pads each within 2 feet of axles.
3. Straps to ensure pad orientation.
4. Two vertical guides each at bow and stern.
 - Aft guides spaced at most 12 inches more than boat's beam.
 - Fore guides recommended being at most 12 inches further apart than bow width when boat is loaded.
 - Guides extend above boat's deck when boat is loaded.
5. Keel guide and keel stop for sailboats.
6. Mechanism to prevent more than 12 inch drop if cradle is derailed.
7. Horizontal eyes for up and down hauls at bow and stern.
 - Located 7 inches above rail.
 - 13/16 inch diameter holes.

Wheels & Axles

1. Floating axles with 1-2 inches movement vertically at each end, but restricted horizontal movement.
2. If more than 2 axles are used, each axle should be able to support ½ of total cradle load.
3. Wheelbase less than 11.5 feet to fit transfer car.
4. Wheel gauge of 71.5 +/- 0.25 inches.
5. All wheels single flanged.
6. All wheel bearings must have provision for lubrication.

Miscellaneous

1. Boat must be properly placed on cradle with most weight on keel.
 2. Should have submersion mark on one of the forward guides.
 3. Fore and aft reference marks should be placed on the boat's gunwale to aid proper placement.
 4. Cradle identified with boat name.
 5. Cradle painted white.
 6. After adjustments are made to cradle, testing should be done before Labor Day to avoid delays during busy haul-out time.
 7. Cradles shall be inspected on a three year cycle.
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